

NORTHEAST SECTION OF CITY DEMANDS RAPID TRANSIT SOON AND FREE TRANSFERS FRANKFORD WANTS RAPID TRANSIT ON FLAT 5-CENT BASIS

Demands That Eight-cent Exchange Be Abolished For Its 125,000 Daily Passengers, and High-speed Service Instead of Strap-hanging.

Elevated Will Save \$270,000 a Year in Time. And Single Fare System Will Give Section \$91,000 Extra Spending Money.

PRESENT TIME—40 MINUTES	
TIME BY RECOMMENDED RAPID TRANSIT LINE—25 MINUTES	TIME SAVED—15 MINUTES

TIME SAVING, FRANKFORD TO EIGHTH AND MARKET STREETS
 The drawings show the present time by trolley to Frankford and the time that would be saved, 42 minutes, by a rapid transit system.

TRANSIT PROGRAM IN BRIEF
 The transit program provides for the operation of all high-speed lines in conjunction with the surface system, which will serve as the agent for the gathering and distributing of passengers using the high-speed lines without extra charges.
 Thus the advantages of rapid transit will be extended as equally as practicable to every front door in Philadelphia.
 Passengers will be enabled to travel in a forward direction between every important section of the city and every other important section of the city quickly, conveniently and comfortably by way of the combined surface and high-speed lines, regardless of the number of transfers required in so doing, for no extra fare.
 Eight-cent exchange tickets are to be abolished.

Frankford "L" will save street car passengers \$270,000 per year in time (1,800,000 hours at 15 cents an hour) and railroad passengers \$3835 in time.
 Abolition of exchange tickets will save street car passengers in northeast section \$91,000 per year. Railroad passengers will save \$11,669 by reduction in fare.
 Frankford property owners will make millions.

One hundred and eighty-one thousand four hundred people who reside in the northeastern section of Philadelphia are vitally interested in the "Program for Rapid Transit Development."
 The northeastern section of Philadelphia is that section which lies eastward of B street—a street running north and south, approximately one and a half miles east of Broad street.

This northeastern section includes Frankford and a part of Kensington, on an average 125,000 passengers travel out of, into and within the northeast section of Philadelphia every day on the street cars.
 It is interesting to note where these people travel to and from daily, as determined by the traffic survey.
 Thirty thousand travel daily between the northeast section and the central business district.
 Seven thousand travel daily between the northeast section and South Philadelphia.
 Three thousand travel daily between the northeast section and West Philadelphia.
 Forty-eight thousand travel daily between the northeast section and North Philadelphia.

Ten thousand travel daily between the northeast section and the northern and north suburban districts.
WANT FRANKFORD "L" SOON.
 Every one of the 18,000 residents of the northeast section is personally interested in demanding the prompt ratification of the "Transit Program" and prompt construction of the Frankford elevated line, which is designed to extend from a point of connection with the existing Market street subway at Front and Arch streets, northward via Front street to Kensington avenue, thence via Kensington avenue to Frankford avenue and thence via Frankford avenue to Bridge street, Frankford.

Out of the 18,000 population of the northeast section and those having business in the northeast section, 25,000 travel daily on the street cars. Some travel occasionally and some travel every day. All travel more or less frequent.
 It is important to every resident in the northeast section and to every one employed there, to know the personal advantages which will result to him or her,

as the case may be, by the adoption of the "Transit Program."
 The discriminatory 8-cent exchange ticket is to be wiped out, as arranged by Director Taylor and officials of the Philadelphia Rapid Transit Company under the terms of the "Transit Program."
 The residents of this section who live beyond easy walking distance of the Frankford elevated line will be enabled to take surface cars to or from the nearest station of the Frankford elevated line on five-cent fare. They will be carried for the same five-cent fare to any point on that line, or to any point in the city in a forward direction on the present or future high-speed system, if not directly, but free transfer. Then upon leaving the high-speed system, if necessary, they will be enabled to take a surface line from the station to destination on another free transfer, making the entire journey for one five-cent fare. Similar reverse movements and facilities are made available to the thousands who work in the northeast section, but who do not live there.

LONG RIDES FOR FIVE CENTS.
 This means from Frankford to Darby or any point on the Woodland avenue elevated line for five cents.
 From Frankford to any point on the South Broad street subway for five cents.
 From Frankford to any point on the Parkway, North 27th street and Roxborough subway-elevated line for five cents.

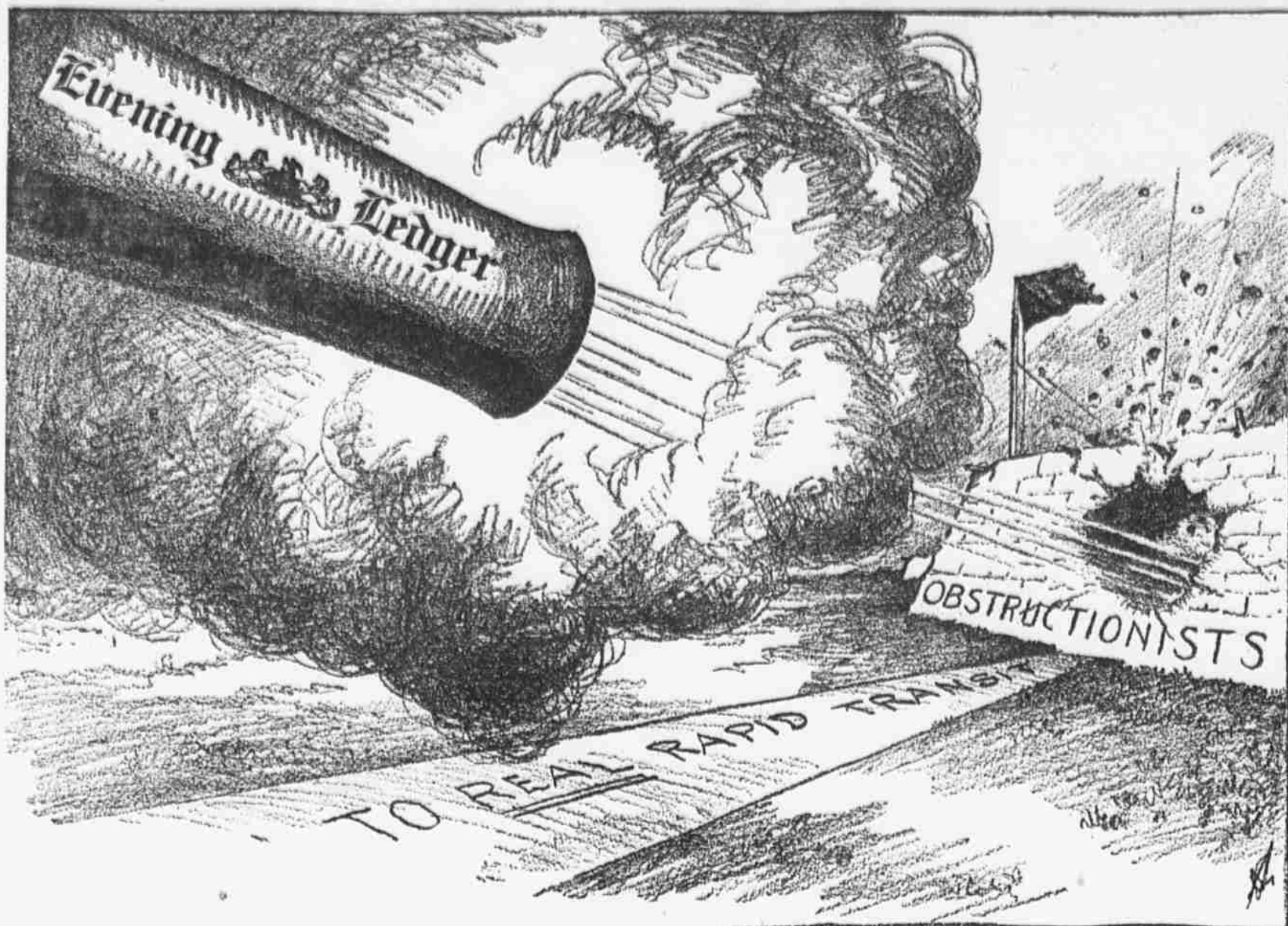
From Frankford to any point in North Philadelphia and Germantown for five cents, with the privilege of a surface car ride from the Rapid Transit station upon boarding or leaving the high-speed line, if necessary.
 The new system will cut down the present time between Frankford and the following points, as follows:
 From Frankford to 8th and Market streets, 24 minutes; from Frankford to League Island, 30 minutes; from Frankford to 4th and Woodland avenue, 35 minutes; from Frankford to Roxborough, 20 minutes; from Frankford to Fairmount Park, 15 minutes.

Every car rider should understand this. The operation of the Frankford elevated line will furnish comfortable accommodations for those who travel to and from the northeast section at present in greatly overcrowded surface cars.
 The operation of the Frankford elevated line will remove sufficient travel from the existing surface lines to make travel thereon comfortable for the local or short-distance riders.

TO SAVE 48 MINUTES A DAY.

The 25,000 people who travel daily between the northeast section and the central business district rightfully demand the construction of the Frankford elevated line, which will cut down the time required to travel from Bridge street in Frankford to 25th Street, from 15 minutes to 25 minutes, a saving of 24 minutes each way, or 48 minutes per day. These people want this saved time for pleasure.
 The 200 who travel daily between the northeast section and South Philadelphia will save still more time by being enabled to travel northward by free transfer on the Broad street subway, or, on the other hand, they will be enabled to save money in traveling southward from Market street by free transfers on surface lines.

The 200 who travel daily between the northeast section and West Philadelphia will not only save 25 minutes each way, but will also be carried through to any point on the West Market street line without change of cars or payment of an additional fare.
 The 5,000 who travel daily between the northeast section and North Philadelphia will be enabled to use the Frankford



THE FIRST GUN

elevated and then a surface car on an east and west street for one five-cent fare, thus saving time and money.
 The 1900 who travel daily within the district will be relieved of the present congestion on the cars and travel will be made comfortable for them.
 The Frankford elevated line will only cost \$2,500,000.

Moreover 24,544 annual round trip passengers on the Reading Railway between Frankford and the Reading Terminal, who spend approximately 24 minutes in making the trip each way and pay 94 cents as the average rate of fare each way, are insistent that they shall have the advantages which will be afforded by the Frankford "L."
AVOID LONG WALKS.
 They will then be enabled to travel between Frankford and the business district by way of the Frankford "L" instead of by way of the Reading Railway, saving 28.80 hours per year, which at 15 cents per hour would be worth \$533 per year. Moreover they would be able to save in fares paid \$11,669 per year without including the Frankford "L" and surface lines to destination instead of having to take a surface line in many instances at an additional cost of five cents each way after reaching the Reading Terminal. They will also avoid the necessity of walking long distances in many instances to the stations on the Frankford "L" will be conveniently located only a few blocks apart.

This is a wise investment for the city to make, because it will involve an annual interest and sinking fund charge of only 6.5 per cent. on that amount, or \$122,500 per year, under the existing laws of the city.
 With the pending constitutional amendment ratified by the people next year, this annual fixed charge will be reduced from 6.5 per cent. to 5 per cent. by a reduction in the annual sinking fund charge from 2 1/2 per cent. to 1 per cent. This would make the annual fixed charge on the investment in the Frankford elevated line only \$122,500 per year.
 If the city were to make the investment now under existing legislation the annual charge of \$122,500 would pay not only the interest, but also would pay off the whole debt incurred for building the line in 30 years, and the city would then own the Frankford elevated line, free of all debt without any further annual fixed charges as a great municipal income-producing asset.

CITY HAS PRACTICAL SUBSIDY.
 This annual fixed charge of \$122,500, or \$125,000, as the case may be, will be offset by the net income resulting from the operation of the Frankford elevated line, over and above the reasonable payments allowed the operator, and the figures show that the annual deficiency, if any, in the early years of operation will be slight and that it will not be long in any event before the line will pay the total annual interest and sinking fund requirements out of net earnings.
 Moreover, under the personal property tax act the city has a practical subsidy granted by the state in aid of transit development to offset any deficiency.
 The following are certain items in addition to the net income of the Frankford Elevated Line to offset the annual fixed charge of \$122,500, or \$125,000, as the case may be.
 1. Annual saving to residents of the

northeastern section, resulting from the elimination of exchange tickets, \$91,000.
 2. Annual saving in time to resident passengers tributary to Frankford "L," over 1,800,000 hours per year, or at 15 cents per hour, \$270,000.
 3. Increase in revenue to the city resulting from increase in taxable values in the northeast district.
 It is interesting to note what increase in taxable values resulted in West Philadelphia when the Market Street Elevated line was built.
 For the period from 1906 to 1912 the increase in taxable values in all of West Philadelphia was \$30,172,745, or 50.9 per cent., while the increase of taxable values in other residential districts of the city, including West Philadelphia, was only 23.3 per cent.
 In the 4th Ward, which adjoins Market street on the south, extending from 4th street to City Line, and which is directly served by the Market street "L," the valuation of unimproved real estate in 1900 was \$675,000, although it was only assessed at 50 per cent. of that amount.
 In 1912 it still further increased to \$1,261,000, or a total increase in 12 years of 50.9 per cent.

INTERESTS REALTY OWNERS.
 This is particularly interesting to the holders of vast tracts of real estate tributary to the Frankford elevated line, which are undeveloped and which will remain unimproved so long as they continue to be unavailable for residential purposes by reason of the lack of capacity of the existing car lines to carry any more people to and from such districts.
 West Philadelphia is growing largely and disproportionately to other sections of the city from the advantages afforded by rapid transit. It is becoming quite a city in itself. Great and prosperous shopping centers have sprung up at 33d and Market streets and at 60th and Market streets, with theatres, banks, stores and other industries.
 Residents of Frankford and the northeast section are aware of the advantages which they should share with their West Philadelphia neighbors.
 The people of West Philadelphia and real estate owners are traveling with comfort, convenience and saving in time, all factors which contribute to comfort and prosperity. The people of Frankford rightly demand that they be placed on a basis of equality with their West Philadelphia neighbors.
 The Frankford elevated line will save

time for 228,000 people, including those who live tributary thereto west of "B" street and along Front street. The present Market street subway-elevated line saves time to only 165,000 people in West Philadelphia.
 This is still further evidence that Frankford's demand is just.

Any one who doubts the necessity of an elevated road from this northeast section to the heart of the city should take a ride any morning on route No. 4. Hundreds of working girls, and working men, too, are obliged to stand practically the entire journey. Sometimes they are lucky enough to get a strap which dangles overhead, but when they don't the passengers support each other. They are wedged so tightly to fall. And so they ride, posting, swinging and hanging by their finger ends, from Frankford avenue and Bridge street, the northern terminus, all the way to Sixth and Market streets, where most of the exhausted passengers leave to go to work, tired out before they begin their day's labor.
 The car then proceeds to its southern terminus, Sixth and Ritten streets. To obtain accurate information about this Frankford line, an EVENING LEDGER reporter took the interesting ride this morning from Bridge street, starting from there at 7:30. He was lucky enough to obtain a seat by entering the car before it started. For two whole blocks there was plenty of room, but when the car reached Margaret street there was a rush, and in less than two minutes every seat was occupied.

WEARY GIRL STRAP-HANGERS.
 At Orthodox street, five minutes later, there was a similar rush for straps, and fully a dozen frail little girls, barely past the official working age, reached for straps to rest (7) during the long ride to Market street, which point was reached at 8:08. One girl, evidently accustomed to the ordeal, managed to wedge a little package of lunch under her right elbow and read a book. With the disengaged left hand she practically dangled from a strap.
 And so she rode to Market street, a trip of 44 minutes from where she boarded the car. A few of the girls lucky enough to get seats offered their laps to some of the girl strap-hangers. Although the car was uncomfortably packed at Orthodox street, there were at least two dozen workers taken on at Allegheny avenue. There was no room, but they got in by rushing, squeezing and standing with feet close together. The lurching and sudden stopping of the car fortunately did no harm, for there was a solid mass of passengers from end to end. Even those fortunate enough to have seats didn't have room to read their newspapers. Some, on alighting at Market street, scanned their papers as they walked to their places of employment.

The actual time made from Bridge street, the beginning of the route, to Market street, was 44 minutes, and as the car was packed at Orthodox street, five minutes from the starting point scores of little workers had to stand packed together like cattle for 44 minutes before they went to the stores to stand for the remainder of the day. Riders say the conditions are the same every day.
 There is nothing better to look forward to at night, for the Frankford

car, as all daily riders know, is filled before Chestnut street is reached. Thus it actually happens that some girl workers are on their feet from the time they leave home in the morning until they return at night, except for the short respite for their noonday lunch. Between the hours of 6:45 and 7:45 in the morning the conditions on every southbound car on this line are practically the same. There are aged workers, too, barely strong enough to stand their regular daily tasks, who must suffer the added misery of a Frankford car. In all, 38 minutes of torture is added to the lot of hundreds of Frankford workers daily

on account of deplorable car service.
 An elevated road, which will be built when Councils unbinds all its red tape, would save 24 minutes to the toilers on each trip, or 48 minutes a day. This reduction in time has been figured out by Director Taylor, of the Department of City Transit, who bases his calculations accurately upon the running schedule of the Market street subway-elevated road. This means that every toiler in Frankford who is obliged to use Route No. 4 could have 48 minutes more each day at home, or four and four-fifths hours more rest each week when the elevated road is built.

In the course of the disagreeable ride, the reporter noticed that there was no end of ground in Frankford going to waste. Immense stretches of land, hundreds of feet in depth, border Frankford avenue on both sides, just on the edge of the built-up section. There is room here for hundreds of homes and ample opportunity for a few new streets.
 It was learned, however, that no one contemplates building on this land, nor will there be any additional streets because of the miserable car service.
 But the length of the ride and the lack of fresh air is not all that the riders had to contend with. On turning into Lehigh avenue from Front street, the car literally hopped all the way to Sixth street. There were a steady thump, thump, thump, and the bumps reached their highest pitch at American street, where the car dragged over seemingly endless tracks of the Reading Railway.

LITTLE TIME FOR RECREATION.
 When at length the car turned into Sixth street, the nerve-racked passengers breathed a sigh of relief and most of the little shopgirls took a firmer hold on the straps. It was learned incidentally from their conversation that when they wanted to go to a theatre at night they went to work "dressed up" and got their suppers down town. To ride home from stores or the shops when the day's work was done is out of the question.
 If the remarks of two or three aged passengers are indicative of the sentiment in Frankford, then it is essential that the elevated be started at the earliest possible moment. These riders said that they didn't propose to put up with it.

"We are tired of all the talk about it," said one man; "it seems that the plan to have the road starts and stops, and we often doubt that it's going to be built at all. I am going to leave Frankford, although I have lived there all my life, and I know a dozen other men who are going to quit the place, too, with their cars."

The cars on number 4 line each seats approximately 58 passengers. But at least 40 more are packed in the aisle and on their knees responsible for conditions, so they "edge up" whenever the request is made and do their best for the one standing or sitting next. But their patience is exhausted. They have had to stand and support each other in the cars.
 Now they will support each other in the fight for better conditions.

The next article, to be published Thursday, will deal with transit conditions in North Philadelphia.

The necessity for rapid transit becomes more and more apparent daily. The surface lines have reached the limit of their capacity during the rush hours. They are handling the maximum traffic of which they are capable. Realizing this, the Philadelphia Rapid Transit Company has agreed to a tentative program for the operation of the new lines. This contemplates the abolition of all exchange tickets and the granting of universal transfers. In the following statement, the exact status of the transit program is authoritatively given. It will be followed by a series of articles in the EVENING LEDGER, published on alternate days, which will take the city section by section and visualize the benefits to be obtained by the building of the new system. The destiny of Philadelphia cannot be realized until its transportation problem is solved.
 Philadelphians are mobilizing in every section of the city to force the transit issue to a successful conclusion. Widespread public determination in this respect becomes more emphatic every day.
 Let us see just where the municipality stands in this matter.
 On the 27th of May, 1912, his Honor the Mayor Blankenburg appointed A. Merritt Taylor as Transit Commissioner to diagnose the city's transit needs and to prescribe the best methods of meeting them. His report was filed on the 24th of July, 1912.
 The report outlined in vast detail what additional facilities are and will be needed, where and how the same should be constructed and what the cost will be.
 The Transit Commissioner, backed by the business men and newspapers, secured the enactment of the necessary State legislation which clothed the city with the legal authority, financial ability and executive machinery to carry his recommendations into effect. The most important of this legislation is embodied in the following acts:
 An act approved by the Governor on June 17, 1913, authorizing the city to

construct, equip, lease and operate sub-surface, elevated railways and surface railways.
 An act approved by the Governor on June 17, 1913, creating the Department of City Transit as a municipal agency to carry out the terms of the foregoing act.
 An act approved by the Governor on June 17, 1913, making personal property taxable for municipal and county purposes, instead of for State purposes as heretofore. This act adds \$70,000,000, the assessed valuation of taxable personal property, to that class of taxable property which forms the basis of the 7 per cent. borrowing capacity of the city.

INCREASED BORROWING CAPACITY.
 The borrowing capacity of the city has therefore been increased by 7 per cent. thereon, and the city is thus enabled to borrow \$30,000,000 for transit development; this is a fact because the Supreme Court has so decided in opinion filed by Justice Brown on May 12, 1914, in the case of Maguire vs. the City of Philadelphia.
 Director Taylor has recommended that the following rapid transit lines be built by the city:

- (1) A north and south subway line, which will extend nearly the entire length of Broad street, with necessary branches and a delivery loop in Arch, 5th and Locust streets.
- (2) An elevated railway extending from a point of connection with the present Market street subway-elevated line at Front and Arch streets, via Front street and Kensington avenue, via Kensington avenue to Frankford avenue and via Frankford avenue to Bridge street in Frankford.
- (3) The cost thereof will be \$2,500,000.
- (4) An elevated railway extending from a point of connection with the Market street elevated line at 30th and Market streets, via South 30th street and a private right of way skirting the easterly boundary line of the University of Pennsylvania, and of the Woodland

Concluded on Page Two.



PICTURES, TAKEN AT DIFFERENT POINTS IN THE CITY, SHOW THE CROWDS WHICH USE THE FRANKFORD LINES AND THE DIFFICULTY EXPERIENCED FIRST IN GETTING A CAR AND THEN IN GETTING A SEAT

Get This Page and Save It For Your Scrap Book—The Transit Fight Has Only Begun